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July 15, 2000

U.S. Department of Transportation
Dockets 2000-7479
400 Seventh Street, S.W., Room Plaza 401
Washington, DC 20590

FAA-2000-7479-32

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Dear Sir or Madam:

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(b) SCHEDULED OPERATIONS

(1) IN GENERAL – An air carrier, including an indirect air carrier, which operates aircraft designed for more than 9 passenger seats, may not provide regularly scheduled charter air transportation for which the general public is provided in advance a schedule containing the departure location, departure time, and arrival location of the flights to or from an airport that is not located in Alaska and that does not have an operating certificate issued under Part 139 of Title 14, Code of Federal Regulations (or any subsequent similar regulations).

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Section 723 was adopted to close a loophole for small commuter carriers claiming charter status to avoid the earlier limits on scheduled passenger service at uncertificated airports.

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Thank you for the opportunity to make these comments.

Respectfully yours,

Richard V. Hughes
RICHARD V. HUGHES

Kathleen O. Hughes
KATHLEEN O. HUGHES



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Kim Gable
8721 E. Roundtree Ave
Englewood, CO 80111

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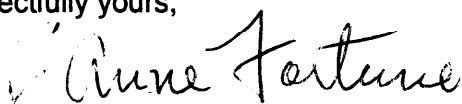
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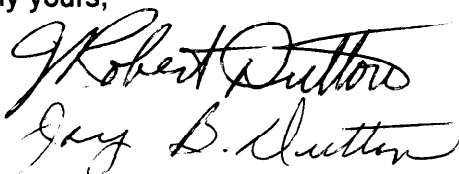
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Robert Dutton

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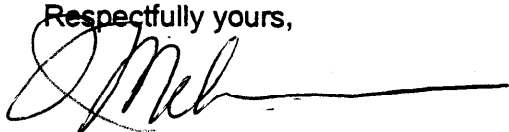
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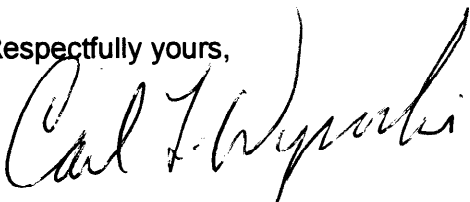
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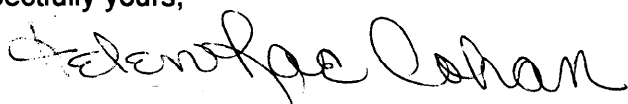
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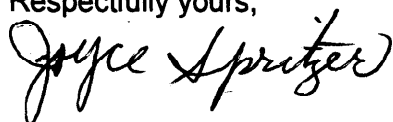
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Diane M. Bhurson
Englewood, Colorado

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William J. Miller
14 Cañon Circle
Greenwood Village, CO 80111

William J. Miller

7-25-2000
303-721-0859

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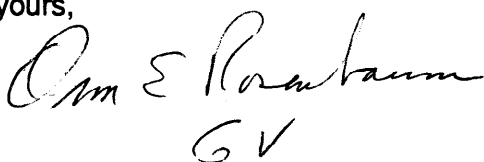
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6V

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Trish Bryan
These are my feelings on this matter.

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Washington, DC 20590

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These comments will focus on proposed regulations concerning public charter operations. In 1996, Congress limited scheduled passenger service operations at uncertificated airports, such as Centennial Airport, to aircraft with 9 passenger seats or less. This change was intended to ensure that passenger flights were limited to airports equipped to handle passenger air crashes.

Congress recently, through legislation, extended the 9 passenger seat limit to public charter companies, which would operate under a regular schedule. Section 723 of Public Law 106-181 amends 49 U.S.C. § 41104 as follows:

(b) SCHEDULED OPERATIONS

- (1) IN GENERAL** – An air carrier, including an indirect air carrier, which operates aircraft designed for more than 9 passenger seats, may not provide regularly scheduled charter air transportation for which the general public is provided in advance a schedule containing the departure location, departure time, and arrival location of the flights to or from an airport that is not located in Alaska and that does not have an operating certificate issued under Part 139 of Title 14, Code of Federal Regulations (or any subsequent similar regulations).
- (2) DEFINITION** – In this paragraph, the term “regularly scheduled charter air transportation” does not include operations for which the departure time, departure location and arrival location are specifically negotiated with the customer or the customer’s representative.

Section 723 was adopted to close a loophole for small commuter carriers claiming charter status to avoid the earlier limits on scheduled passenger service at uncertificated airports.

The draft rules published by the Federal Aviation Administration (“FAA”) to implement these changes simply do not do the job. The draft rules completely exclude “small” scheduled air charter operations from the requirement that they operate only at certificated airports. The term “small” aircraft includes most commuter aircraft between 10-30 passengers.

The federal law applies to all charter operations, both large and small. The revised rules must be changed to acknowledge that all public charter operations using aircraft with more than 9 passenger seats that operate under a schedule cannot operate at an uncertificated airport. The FAA should not ignore Congress’ direction, and should not compromise public safety. We ask that the rules be changed to conform to the law. Please include these comments as part of the Notice of Proposed Rulemaking for the above docket.

Thank you for the opportunity to make these comments.

Respectfully yours,



July 15, 2000

DEPT. OF TRANSPORTATION
00 JUL 31 PM 12:35

U.S. Department of Transportation
Dockets 2000-7479
400 Seventh Street, S.W., Room Plaza 401
Washington, DC 20590

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Louisa Richard
Paul H. Richard